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**IN THE CLAIMS:**

Claim 1. (Canceled).

Claim 2. (Currently Amended) The constant contact side bearing assembly according to Claim 4 6, wherein said spring comprises a deformable block of elastomeric material for absorbing energy imparted to said side bearing assembly and configured to position said friction member relative to said bolster surface.

Claim 3. (Original) The constant contact side bearing assembly according to Claim 2, wherein said friction member is arranged in operable combination with and positions said spring relative to said body member.

Claim 4. (Canceled)

Claim 5. (Canceled).

Claim 6. (Currently Amended) A The constant contact side bearing assembly according to Claim 5 adapted to be arranged in combination with a railcar bolster having an upper surface, said

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side bearing assembly comprising:

a spring;

a body member having wall structure defining a recess wherein said spring is accommodated, with the wall structure of said body member being configured to fit within a walled receptacle on the upper surface of said railcar bolster, and wherein the wall structure on

said body member and the walled receptacle include a pair of confronting surfaces disposed to opposed sides of the an axis of defined by said side bearing assembly and extending generally normal to the upper surface on said bolster; and wherein said

an apparatus operably engagable with said walled receptacle on said bolster and said body member for locating said side bearing assembly relative to said bolster, said apparatus includes a spacer insertable into an opening defined including an insert positionable between each pair of confronting surfaces on opposed sides of the side bearing assembly axis whereby for inhibiting shifting movements of the body member of and locating said side bearing assembly from shifting relative to said bolster; and

a friction member overlying one end of and for transmitting loads to said spring, with said friction member being guided for movements relative to said body member.

Claim 7. (Currently Amended) The constant contact side bearing assembly according to

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Claim 6, wherein at least one surface of each pair of confronting surfaces is inclined with respect to the other surface such that said surfaces diverge away from each other as said surfaces extend away from said upper bolster surface ~~adapted to be engaged by said spring~~ whereby defining a wedge shaped opening therebetween, and wherein each spacer insert has a wedge-shaped configuration which fits into said wedge-shape opening, and with each wedge-shaped spacer insert being secured to said walled receptacle to inhibit shifting movements of the walled receptacle of said side bearing assembly relative to said bolster.

Claim 8. (Canceled).

Claim 9. (Currently Amended) The constant contact side bearing assembly according to Claim 8 13, wherein said spring comprises a resilient spring block formed from an elastomer material.

Claim 10. (Original) The constant contact side bearing assembly according to Claim 9, wherein the generally flat railcar body engaging portion on said cap and the second end of said resilient block are configured with interlocking instrumentalities for securing said resilient block and said cap in operable combination relative to each other.

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Claim 11. (Canceled).

Claim 12. (Canceled).

Claim 13. (Currently Amended) A The constant contact side bearing assembly according to  
Claim 12, adapted to be arranged in combination with a railcar bolster with an upper surface, said  
side bearing assembly comprising:

a walled housing defining a recess, and wherein said walled housing and the a walled  
receptacle on the upper surface of said bolster include define a pair of confronting surfaces  
disposed to arranged on opposed sides of an axis defined by said side bearing assembly axis and  
extending generally normal to the upper surface of said bolster;

a spring accommodated within said walled housing;

inserts for securing the walled housing of and locating said side bearing assembly within  
the walled receptacle on said bolster, and wherein with at least one of said spacers is insert being  
insertable into an opening defined positionable between said confronting surfaces on the walled  
receptacle and the walled housing on each side of said side bearing axis whereby for inhibiting  
shifting movements of the walled housing of said side bearing assembly from shifting relative to  
said bolster; and

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a cap overlying one end of said spring, said cap being mounted for reciprocatory guided movements by and relative to said walled housing, with a generally flat railcar body engaging portion on said cap being positioned relative to said walled housing and said walled receptacle by said spring.

Claim 14. (Currently Amended) The constant contact side bearing assembly according to Claim 13, wherein at least one of said surfaces of each pair of confronting surfaces is inclined with respect to the other surface of each pair of confronting surfaces such that said surfaces diverge away from each other as said surfaces extend away from said bolster whereby defining a wedge shaped opening therebetween, and wherein one of said spacers inserts is insertable into each wedge shaped opening defined by said confronting surfaces on said walled housing and said walled enclosure to inhibit shifting movements of the walled housing of side bearing assembly relative to said walled enclosure.

Claim 15. (Currently Amended) The constant contact side bearing assembly according to Claim 14, wherein each spacer insert is configured as a wedge shim.

Claim 16. (Canceled).

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Claim 17. (Currently Amended) The constant contact side bearing assembly according to

Claim 16 26, wherein a distance ranging generally between 2.5 inches and 4.5 inches is measurable between the upper extreme of said side bearing assembly and said bolster surface after said side bearing assembly ~~after~~ is accommodated in said receptacle.

Claim 18. (Currently Amended) The constant contact side bearing assembly according to

Claim 16 26, wherein said spring is configured such that an upper portion of said side bearing assembly is positioned above an upper extreme of the walls of said receptacle as long as the spring of said side bearing assembly is in an uncompressed state and when initial loadings are directed against said side bearing assembly during operation of the railcar on which said side bearing assembly is arranged in operable combination

Claim 19. (Currently Amended) The constant contact side bearing assembly according to

Claim 16 26, wherein said spring comprises a resilient spring block having a predetermined length and a predetermined cross-sectional shape.

Claim 20. (Currently Amended) The constant contact side bearing assembly according to

Claim 19, with the generally flat portion on said cap and said resilient spring block having

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interlocking instrumentalities for securing the resilient block and said cap in operable combination relative to each other.

Claim 21. (Original) The constant contact side bearing assembly according to Claim 19, wherein said resilient spring block is formed from an elastomer material.

Claim 22. (Original) The constant contact side bearing assembly according to Claim 21, wherein said housing is configured to promote the dissipation of heat away from said elastomer spring block.

Claim 23. (Original) The constant contact side bearing assembly according to Claim 21, wherein said cap is configured to promote the dissipation of heat away from said elastomer spring block.

Claim 24. (Canceled).

Claim 25. (Currently Amended) The constant contact side bearing assembly according to Claim 26, wherein said cap is adapted to telescopically move relative to and be guided by the

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wall structure on of said housing, and wherein the wall structure of said housing and said cap are configured to promote the movement of air though said cavity and away from said spring.

Claim 26. (Currently Amended) A The constant contact side bearing assembly according to  
Claim 16 adapted to be accommodated within a rectangularly shaped, open top receptacle  
projecting from an upper surface of a railcar bolster, said receptacle having a pair of generally  
parallel and spaced side walls and a pair of generally parallel and spaced end walls, said constant  
contact side bearing assembly comprising:

a spring;

a housing with wall structure defining a cavity wherein said spring is accommodated, and  
wherein the wall structure of said housing has a generally rectangular shape including two side  
walls and two ends walls, with each side wall and each end wall of said wall structure being  
disposed to opposite sides of the an axis defined by said side bearing assembly axis and extending  
generally normal to the upper surface of said bolster, and wherein the generally rectangular shape  
of the wall structure of said housing loosely fits within and is surrounded by said open top  
receptacle on said bolster;

a cap positioned by and overlying an end of said spring, with said cap being guided for  
telescopic movements relative to said housing, and with said cap including a generally flat portion

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defining an upper extreme of said side bearing assembly after said side bearing assembly is arranged in operable combination with said railcar bolster; and  
an apparatus insertable into said open top receptacle for positively securing said housing and positioning said side bearing assembly relative to the railcar bolster.

Claim 27. (Original) The constant contact side bearing assembly according to Claim 26, wherein the end walls of said housing and the end walls of said receptacle define a pair of confronting surfaces disposed to opposite sides of said side bearing assembly axis, and wherein said apparatus includes a pair of wedge-shaped shims insertable into an opening defined between the confronting surfaces of each pair of confronting surfaces whereby securing said side bearing assembly to said bolster.

Claim 28. (Original) The constant contact side bearing assembly according to Claim 26, wherein the end walls of said housing and the end walls of said receptacle define a pair of confronting surfaces disposed to opposite sides of said side bearing assembly axis, with each pair of confronting surfaces having at least one surface which is inclined with respect to the other surface such that said surfaces diverge away from each other as said surfaces extend away from said upper bolster surface ~~adapted to be engaged by said spring~~ whereby defining a wedge-shaped

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opening therebetween.

Claim 29. (Original) The constant contact side bearing assembly according to Claim 28, wherein said apparatus for positively securing the side bearing assembly to the upper surface of said bolster includes spacers insertable into each wedge-shaped opening defined by said confronting surfaces on said housing and said receptacle to inhibit endwise shifting movements of side bearing assembly relative to said walled enclosure.

Claim 30. (Original) The constant contact side bearing assembly according to Claim 29, wherein each spacer is configured as a wedge shim.

Claim 31 through 34. (Canceled).

Claim 35. (New) The constant contact side bearing according to Claim 6, wherein said spring has an end adapted for direct engagement with a bolster surface defined within parameters set by said walled receptacle.

Claim 36. (New) The constant contact side bearing according to Claim 13, wherein the

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recess defined by said walled housing extends through said housing and is open at opposite ends.

Claim 37. (New) The constant contact side bearing according to Claim 13, wherein an end of said spring engages a portion of the upper surface on said bolster surrounded by the walled receptacle.

Claim 38. (New) The constant contact side bearing according to Claim 26, wherein the recess defined by said walled housing extends through said housing and is open at opposite ends.

Claim 39. (New) The constant contact side bearing according to Claim 26, wherein an end of said spring engages a portion of the upper surface on said bolster surrounded by the walled receptacle.

Claim 40. (New) A constant contact side bearing assembly adapted to be arranged in combination with a railcar bolster having an upper surface, comprising:

a walled receptacle adapted for securement to the upper surface on said bolster;  
a body member having wall structure defining a recess, with the wall structure of said body member being configured to loosely and telescopically fit within the walled receptacle;

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an elastomeric spring accommodated within the recess defined by said body member;

a friction member movable relative to the body member and overlying one end of and for transmitting loads to said spring; and

an apparatus insertable between an inner surface on said walled receptacle and an outer surface on said body member for securing said body member against shifting and locating side bearing assembly relative to said bolster.

Claim 41. (New) The constant contact side bearing assembly according to Claim 40, wherein said spring comprises a deformable block of elastomeric material for absorbing energy imparted to said side bearing assembly and configured to position said friction member relative to said bolster surface.

Claim 42. (New) The constant contact side bearing assembly according to Claim 40, wherein said friction member is arranged in operable combination with and positions said spring relative to said body member.

Claim 43. (New) In combination, a railcar bolster connected to a wheeled truck and a constant contact side bearing assembly, comprising:

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a walled receptacle adapted for securement to an upper surface on said bolster; a housing assembly configured to loosely fit within said walled receptacle, said housing assembly including a friction member having a railcar engaging portion which is spring biased for engagement with an underside of a railcar body supported by and for limiting hunting movements of said wheeled truck, and with said housing assembly further including a hollow base for accommodating a spring used to bias the railcar engaging portion of said friction member into engagement with the underside of the railcar body and for guiding vertical movements of said friction member relative thereto; and  
an apparatus insertable between an inner surface on said walled receptacle and an outer surface on said housing assembly for securing said base against movements and for locating said side bearing assembly relative to the railcar bolster.

Claim 44. (New) The side bearing assembly according to Claim 43 wherein said spring extends through said hollow base of said housing assembly such that one end of said spring abuttingly engages with that portion of the upper surface of said bolster surrounded by said walled receptacle.

Claim 45. (New) The side bearing assembly according to Claim 43 wherein said apparatus

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for securing the base of said housing assembly against movements includes at least one insert fixed between the inner surface of said walled receptacle and an outer surface on said housing assembly.